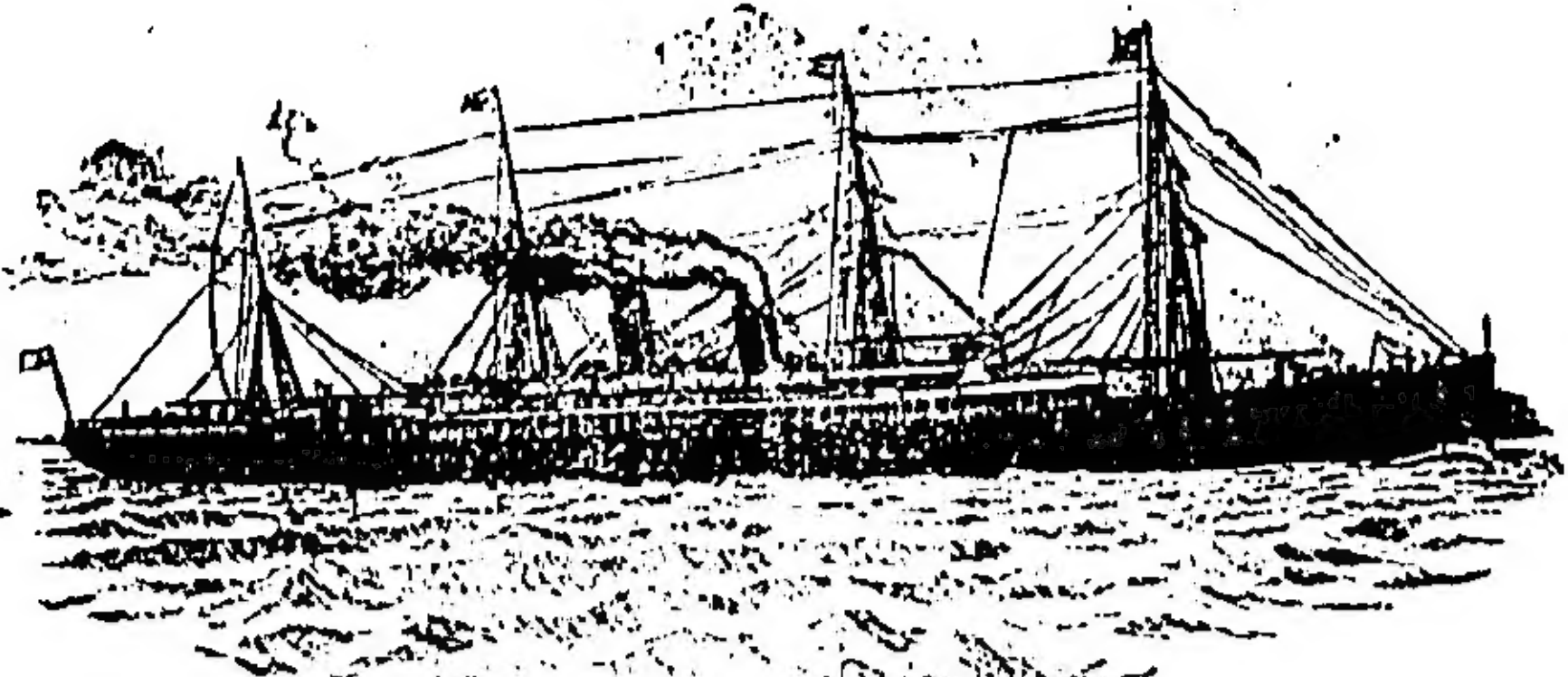


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"KOREA"	11,276 Gross Tons	THURSDAY, 10th March, at Noon.
"GAELIC"	4,205 "	SATURDAY, 19th March, at Noon.
"CHINA"	5,060 "	TUESDAY, 5th April, at Noon.
"DORIC"	4,784 "	THURSDAY, 14th April, at Noon.
"SIBERIA"	11,284 "	SATURDAY, 30th April, at Noon.
"LOFTIC"	4,352 "	SATURDAY, 7th May, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

The P. M. Company's Steamship "KOREA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 10th March, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific.
Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.
Sailings positively on schedule date.

For further information as to Passages, Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 24th February, 1904.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAFETY. SPEED. PUNCTUALITY.

"EMPERESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 10 Knots.
PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M. "EMPERESS OF JAPAN"	6,000 Tons	WEDNESDAY, 9th March.
"EMPERESS OF CHINA"	6,000 "	WEDNESDAY, 23rd March.
"ATHENIAN"	3,882 "	WEDNESDAY, 6th April.
"EMPERESS OF INDIA"	6,000 "	WEDNESDAY, 20th April.
"TARTAR"	4,445 "	WEDNESDAY, 4th May.

Hongkong to London, 1st Class, via St. Lawrence 460. Via New York 462.

Steamers, and 1st Class Rail 440. 442.

The magnificent Twin-screw "EMPERESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. E. BROWN, General Agent,

9, Pedder Street.

Hongkong, 24th February, 1904.

HAMBURG-AMERIKA LINIE.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
SITHONIA	HAVRE, BREMEN AND HAMBURG. (Calling at SINGAPORE AND COLOMBO).	1st March. Freight.
Hildebrandt	HAVRE AND HAMBURG. (Calling at SINGAPORE AND PENANG).	17th March. Freight.
BAMBERG	HAVRE AND HAMBURG. (Calling at SINGAPORE AND PENANG).	25th March. Freight.
Miltiaff	HAVRE AND HAMBURG. (Calling at SINGAPORE AND PENANG).	5th April. Freight.
SAMBIA	HAVRE AND HAMBURG. (Calling at SINGAPORE AND COLOMBO).	19th April. Freight.
Adessinia	HAVRE AND HAMBURG. (Calling at SINGAPORE AND PENANG).	3rd May. Freight.
Filter	HAVRE AND HAMBURG. (Calling at SINGAPORE AND COLOMBO).	
SUEVIA	HAVRE AND HAMBURG. (Calling at SINGAPORE AND PENANG).	
ARTEMISIA	HAVRE AND HAMBURG. (Calling at SINGAPORE AND COLOMBO).	
Gronmeyer	HAVRE AND HAMBURG. (Calling at SINGAPORE AND COLOMBO).	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 23rd February, 1904.

GO TO THE
KOWLOON HOTEL,
KOWLOON.

J. W. OSBORNE,
Proprietor and Manager.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,363 tons	Captain H. D. Jones.
"POWAN"	2,363 "	G. F. Morrison, R.N.R.
"FAISHAN"	2,363 "	A. W. D. N.
"HANKOW"	2,363 "	C. V. Lloyd.
"KINSHAN"	2,363 "	J. J. Lobsenz.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5:30 P.M. and 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 2:30 P.M. and 5:30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"	1,998 tons	Captain W. E. Clarke.
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Departures from Hongkong to Macao on week days at 2 P.M. and on Sundays at 12:30 P.M.

Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN"	219 tons	Captain T. Hamlin.
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This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7:30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7:30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM"	588 tons	Captain B. Branch.
"NANNING"	588 "	C. Hutchart.
"FAK HING"	588 "	R. D. Thomas.

Departures from Canton and Wuchow about five times every week. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 25th January, 1904.

JAVA-CHINA-JAPAN LINE.

HEAD AGENT: R. BISSCHOP,

3, DUDDELL STREET,

HONGKONG.

REGULAR FOUR-WEEKLY SERVICE BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAVA & MACASSAR	Second half of March	JAPAN	Second half of March
TJILATJAP	JAPAN	First half of March	STOPE & JAVA PORTS	First half of March
TJIMAH	JAVA & MACASSAR	Second half of February	JAPAN	Second half of February

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE AGENTS,
THE HOLLAND-CHINA TRADING CO.

Telephone No. 201,
Hongkong, 12th February, 1904

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL
ATTENTION.

FULL LINE OF SUPPLIES
ALWAYS IN STOCK.

ORIENTAL

COSTUMES AND

FANCY DRAPERIES

FURNISHED.

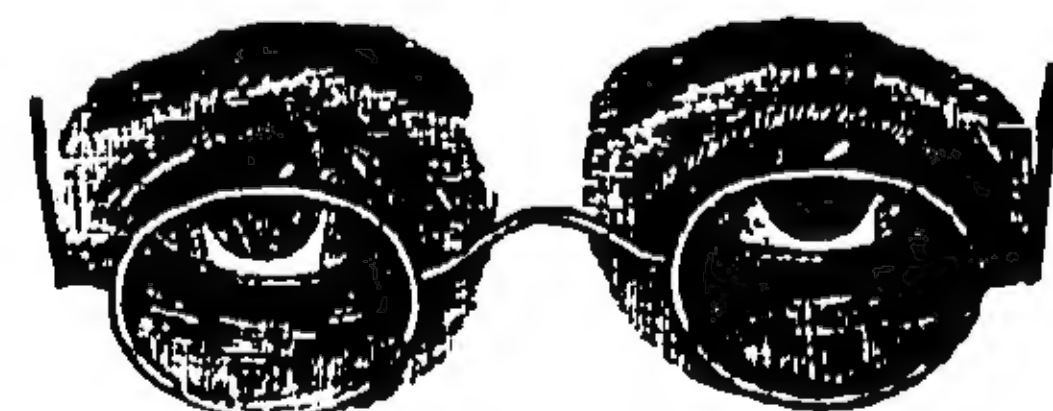
WORK GUARANTEED TO BE

THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

40) PATRONAGE RESPECTFULLY SOLICITED.

EYE-SIGHT.



MR. N. LAZARUS

May be personally consulted for SPECTACLES.

No charge for testing the eyes.

Glasses and frames of all kinds and qualities.

Prices from \$2 upwards.

16, QUEEN'S ROAD, CENTRAL.

Hongkong, 6th November, 1903.

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL
OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.
Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1903.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 60.5 ft.; bottom 45.8
ft. Water on blocks, 30.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Dock-
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that
of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[G]

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

[32]

Hongkong, 2nd July, 1900.

HONGKONG FIRE INSURANCE
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-FIFTH ORDINARY
ANNUAL MEETING of SHARE-
HOLDERS in the above Company, will be
held at the OFFICES of the Company, Pedder's
Street, on SATURDAY, the 5th day of MARCH,
1904, at 12 o'clock (NOON) to receive a State-
ment of Accounts to 31st December, 1903, and
the Report of the General Managers and to
elect a Consulting Committee and Auditors.
The TRANSFER BOOKS of the Company
will be CLOSED from the 20th February to
the 5th March, both days inclusive.
JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 9th February, 1904. [241]

THE HONGKONG AND SHANGHAI
BANKING CORPORATION.

THE DIVIDEND declared for the Half-year
ending 31st December, 1903, at the Rate
of ONE POUND AND TEN SHILLINGS
together with a BONUS of TEN SHILLINGS
STERLING per Share of \$125, is PAYABLE
on and after MONDAY, the 22nd Day of
FEBRUARY current, at the OFFICES of the
Corporation, where Shareholders are requested
to apply for WARRANTS.

By Order of the Board of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 20th February, 1904. [276]

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 12% per Share and
BONUS of 2% per Share for the Six
Months ending 31st December, 1903, declared
at Monday's Ordinary Yearly Meeting, will be
PAYABLE at the Premises of THE HONGKONG
AND SHANGHAI BANKING CORPORATION, on
and after TUESDAY, the 23rd FEBRUARY,
and Shareholders are requested to apply for
DIVIDEND WARRANTS at the Company's
Office, Queen's Buildings, New Praya.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.

Hongkong, 22nd February, 1904. [279]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the
Military Authorities that GUN PRAC-
TICE will be carried out from Stonecutters
Island (East Battery) in a South-Westerly
direction at Ranges from 600 to 4,500 yards,
on the 26th February, 1904, and from Lyemus
Sub-District (Redoubt and Pak-sha-wan Bat-
teries) in the direction of the entrance to Junk
Bay at Ranges from 600 to 4,500 yards on the
29th instant.

If the Weather is unfavourable on either of
the above dates, Practice will take place on the
1st March.

Practice will commence at 9 A.M. on the 26th
instant, and end at 11 A.M. daily, if the Range
is clear.

By Command,

A. M. THOMSON,
Acting Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 18th February, 1904. [268]

JACK. E. ELLIS,

SOLE AGENT FOR

E. M. RICHFORD'S RUBBER STAMPS,
Patent Elastic "Cushion" Stamp
for Uneven Surfaces,
E.M.R. Peerless Fountain Pens, Stencils,
Embossing Presses, Self-Inking Stamp Presses,
Cyclostyle, Typograph and

Compo-Lithograph Copying Apparatuses,
Superior Solid Rubber Type Outfits,
Patent "Dove-Tail"

Metal Bodied Rubber Faced Type,
&c., &c., &c.

Full Particulars on application to

8, PEDDER'S HILL.

Hongkong, 18th February, 1904. [254]

HONGKONG JOCKEY CLUB.

RACE MEETING, 1904.

TO-MORROW
(THURSDAY) AND SATURDAY
(OFF-DAY),
25th and 27th FEBRUARY.

TICKETS of ADMISSION to the GRAND
STAND and ENCLOSURE may be
obtained from Messrs. KELLY & WALSH, LD.,
or at the Gate. Price \$7 for the Meeting
(excluding the Off-Day) or \$3 per day.
Tickets for the Off-Day, \$2.
No one admitted without a Ticket to be
shown to the Ticket Inspector at the Gate.

T. F. HOUGH,
Clerk of the Course.

Hongkong, 22nd February, 1904. [234]

HONGKONG JOCKEY CLUB.

THE STEWARDS request the pleasure of
the presence of the LADIES at the
GRAND STAND and ENCLOSURE during
the Races on the 25th and 27th instant.

A Stand and an Enclosure will be reserved
for Members and Members' Wives and Families,
Tickets for which will be sent out with the
Members' Tickets.

All Tickets must be produced to gain
admission.

T. F. HOUGH,
Clerk of the Course.

Hongkong, 21st February, 1904. [235]

HONGKONG JOCKEY CLUB.

NO SERVANTS will be allowed inside
the ENCLOSURE of the RACE-
COURSE during the Race Days WITHOUT
TICKETS.

T. F. HOUGH,
Clerk of the Course.

Hongkong, 22nd February, 1904. [236]

HONGKONG JOCKEY CLUB.

NOTICE.

FROM This Date and until after the 25th
FEBRUARY, HORSES and/or PONIES
not entered for the FORTHCOMING RACES,
will not be allowed on the RACE or TRAINING
COURSE between the Hours of 6 and 8 A.M.
Members may exercise unentered Horses or
Ponies after 8 A.M. on the Training Course.

By Order,

T. F. HOUGH,
Clerk of the Course.

Hongkong, 18th January, 1904. [138]

RACE HOLIDAY.

THE EXCHANGE BANKS will be
CLOSED for the Transaction of Public
Business, at 11.45 A.M., TO-MORROW, the
25th instant, respectively.

Hongkong, 22nd February, 1904. [273]

THE FIRE INSURANCE ASSOCIATION
OF HONGKONG.

RACE HOLIDAY.

IT is hereby notified that FIRE INSUR-
ANCE OFFICES will be CLOSED
for the Transaction of Public Business, at
11.45 A.M., TO-MORROW (THURSDAY),
the 25th instant, respectively.

By Order,

A. R.

NEW DRY DOCK AT KAWASAKI.

A REMARKABLE ENGINEERING FEAT.

The Dry Dock which has just been completed at the Kawasaki Shipbuilding Yard, Kobe, in respect of the difficulties which have been encountered and overcome at several stages of the construction, and in respect of the completed work, would do credit to the best designers, engineers and labourers of the West.

The construction of a Dry Dock at Kobe was in contemplation before the Kawasaki Dockyard (originally a Government enterprise) was taken over by a private Company, but nothing was actually done until the property was sold to private parties, among whom, Count Matsukata, ex-Prime Minister of the Japanese Government, was the principal, and whose son is now President of the Kawasaki Company.

The construction of the Dock was begun six years ago, viz. in the autumn of 1896. The Dock, therefore, consumed over 51 years in completion and as the period seems long in comparison to the cost Yen 1,700,000 (£160,000) a description of the features of the work of excavation and construction and remembrance of the fact that labour, both skilled and unskilled, is so much cheaper than the standard in Europe and America will show that the enterprise is comparable in magnitude to some of the most important of the same kind there.

The general dimensions of the Dock may here be stated for convenience sake:—

In length 407.9 (the shaku is almost exactly equal to the English foot).
Depth over sill 23.9 equal to the English foot.
Width of Entrance at bottom 51.7
Width of Entrance at top 63.6

The Dock accommodates vessels up to 5,000 tons. Its capacity equal to 28,000 tons of water.

In no other example of Dock construction in Japan have the builders had the same difficulties occurring from the nature of the soil as confronted the constructors of the Kawasaki Dock. It is in the manner in which these difficulties have been overcome that the credit of the designers and engineers chiefly lies. A brief report written by the engineer in charge, describes these difficulties and they will appeal to all engineers who have had similar work through their hands:—

Boring on the site of the Dock gave the following results as to strata:—

From High Water to 20' Sand.
From 20' to 45' silt.
From 45' to 51' Silt mixed with Sand.
From 51' to 52' broken granite mixed with Sand.

From 52' to 73' Compact Sand.

According to information got from Japanese artesian well-borers, the lowest stratum of compact sand extends as far down as 90' below high water level. Then follows another layer of silt about 25' in depth, below which there is another layer of sand, the thickness of which was ascertained to be about 168'. The lower silt stratum was found to be soft that while the boring was in progress a boring rod accidentally dropped, sank 12' by its own weight. The constructors also experienced very great difficulty in removing the above soil for the construction of the cofferdam owing to the caving in of the trench made for the puddle.

The further contents of this report, although they refer to the later operations, may be inserted here:—

The rubble in front of the cofferdam (a cofferdam circular in form, 200' in length was built to enclose a considerable sea area, two thirds of the dock being constructed in reclaimed land) very often sunk several feet, and on one occasion, it sunk 9'. After the clay puddle filling was finished all round the dock, and when the water was pumped out of the dock to 12 feet below high water level, a sinking of one section of the cofferdam occurred, while, at the same time, part of the reclaimed ground was forced up considerably above water level. In the stratum of sand below 51' from high water level, evidence of the presence of water was found as the following shows:—

During the sinking of a trial pit near the site of the dock, a pile was driven, and on its reaching a depth of 53' below high water from the stratum of sand came up along the pile. This water rose so fast that the pile (5 feet in diameter) was filled from 29' below high water level to within 9' of its ledge in 50 minutes. The silt around the pile was at the same time washed away, leaving a space sufficiently large to allow of a man's hand being thrust in.

It was the presence of water in the stratum of sand at a depth of 51' below high water level which constituted the most essential difficulty in the way of the thorough success of the work. The engineers had to calculate upon the possibility of very serious pressure on the bottom of the dock by this water seeking issue upwards. It was found that its pressure increased and diminished with the rise and fall of the tide. Upon analysis, this underground water was shown to be neither sea-water nor fresh, but a mixture of both. It was also found that, when free, it had sufficient head to rise nearly to high water level. The contracting engineer surmised that if this underground water were purely fresh water, there might be a hope of lowering its level, but from the fact that it contains some of the constituents of sea water, it is inferred that it has connection in some way with the sea. Owing to the great depth of the stratum in which this water is found, it is almost impossible to exclude it from the neighbourhood of the dock.

These, then, were the adverse conditions with which the constructors had to cope. The difficulties which they presented may be appreciated from the notes given. They were more or less unexpected, and they have increased the cost of the dock to proportions which might have frightened many a wealthier corporation than the Kawasaki Company. Similar conditions have never occurred in the neighbourhood of the other four or five dry docks and the Government Naval Docks, in Japan, where the sites chosen offered easily worked sandstone and similar strata, assuring a reliable foundation and no excess of expenditure for excavation and retaining.

Operations were begun in November of 1896 with the construction of a circular cofferdam some 300 feet in length, and, practically simultaneously, the reclamation of part of the area enclosed by the cofferdam and the dredging of the actual site of the dock within the area were undertaken. The soil dredged from the site of the dock was used in filling in and building up the sides of the cofferdam and the dredging work and reclamation occupied about a year. This work from beginning to end was carried out by Japanese workmen and labourers under Japanese supervision, a remark which, in fact, applies to the construction of the dock from start to finish.

The dredging having been completed, the principal problem with which the engineers had to deal, viz. the laying of a foundation which could be thoroughly trusted in the midst of so loose and treacherous a soil foundation, had to be dealt with. The scheme adopted

was that of piling the stratum above which the concrete bottom of the dock was to be laid. This work, it should be noted, had to be carried out under water, a well-grounded fear being entertained that the removal of the superincumbent weight of the water in the dock area might lead to the bursting of the bottom by the water in the low stream of silt previously referred to. The piling occupied about 12 months. The number of piles used was 10,000. They were driven all over the area of the dock with a space of 24 feet between each, through a thick layer of impervious silt encountered when the site was bored. The ends are buried several feet in the stratum of moist sand in which the running water occurs. The piles are of Japanese pine. The first stratum pierced by them is one of rubble 3 feet in thickness. The piles stand free of this stratum 14 feet. The bottom was thus prepared for a layer of concrete 9' in thickness, into which the heads of the piling—being free of the stratum or rubble—rise 14 feet, securing a consolidation of the concrete foundation, which received the granite facing, with the piling. The depth to which the excavations were carried before the piles were driven was 43 feet below high water level. The piles are generally about 18 feet long, but in some places considerably longer. As the stratum in which the depth of 51' or 52 feet, the piling appears to have been driven some eight or ten feet into this semi-liquid soil, but this does not appear to constitute any element of weakness in the general structure of the dock. It may be added here, that before the dock was pumped clear of water to receive the facing, stone-balls of the amount of 10,000 cubic yards were sunk to the bottom to act as a weight against the water pressure from below. This ballast was, of course, gradually removed as the facing of the dock proceeded with.

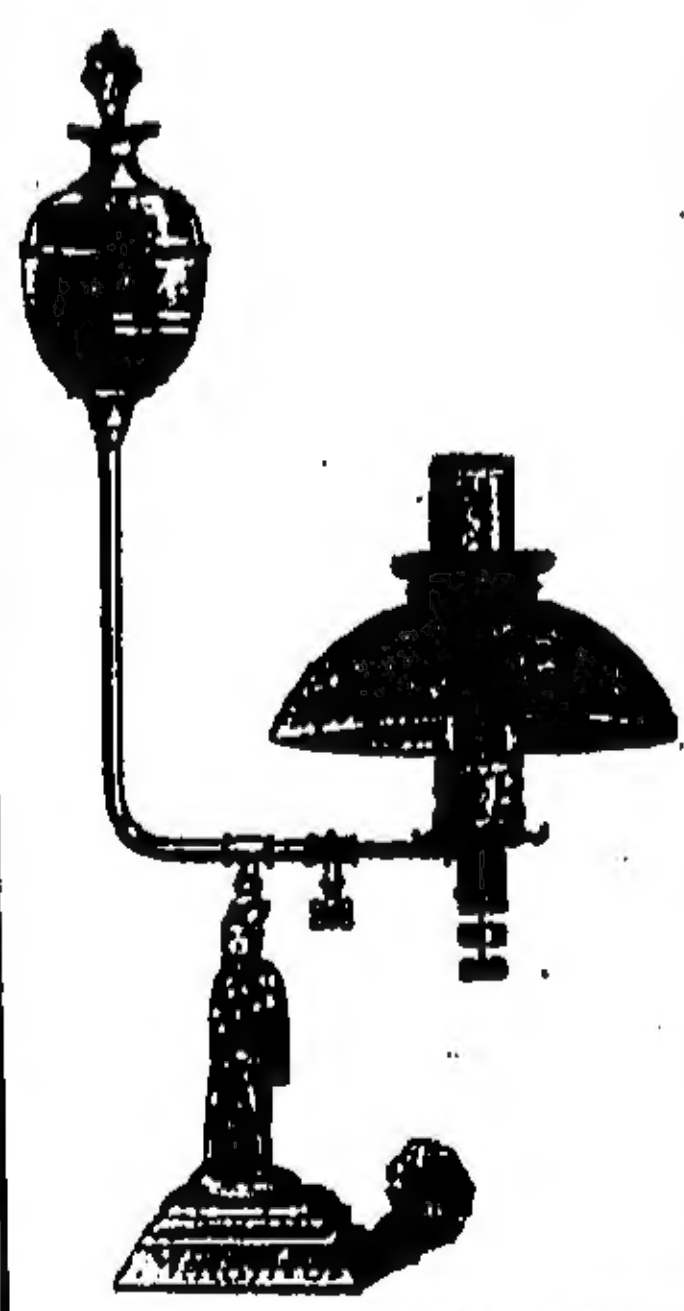
The construction of the sides of the dock also presents some special features. The outermost protection of the sides is an embankment 40 feet in thickness. Between this and the concrete of which the facing is built, there is a layer of 6 feet of clay puddle. The clay puddle was sunk through the water which was retained at a uniform level of 12 feet below high water. The earth protection outside of the clay puddle retains its natural slope along the sides. At the head of the dock, however, the constructors were cramped for room owing to the vicinity of a public road, and it was impossible, for this reason, to give the earth embankment its natural slope. Brick cylinders filled with concrete were laid around the head and in the bend of the head where the space available is narrowed by the passage of a public road. They number six in all and they are 10 feet in external diameter. Here it may be mentioned that 22 smaller cylinders of brick filled with concrete were sunk in front of the entrance to the dock—a double row being laid immediately across the entrance. These cylinders are 12 feet in external diameter. Between the brick cylinders at the entrance there is a deposit of concrete, a very solid sea-floor being thus provided around the gate of the dock. The dock facing is of granite 26' in thickness along the sides, and at the bottom varying from 15' to 25'. The only structure in connection with the dock in which granite has not been used is the culvert connecting the dock with the pumping house, which is lined with brick. One other special point in the construction should be mentioned. Along the sides and at the head were laid a series of iron pipes passing through the layer of clay puddle. These were laid to provide a means of testing the condition of the strata, especially with regard to water pressure, below the concrete foundation of the dock. These pipes are 6 inches in diameter.

The caisson is of the box shaped type with four sluices. The pump is electrically driven, this being the first instance of the erection of a motor for this purpose, in Japan. High water level is about 7 feet below the roof of the pumping chamber. The water pipe is 30' in diameter and drainage pipe 8'. The capacity of the pump is nearly 5,000 tons per hour, and the dock can be pumped dry in about 4 hours.

It should be added that the construction of the dock, so far as can be judged at present, is practically perfect. There has been no leakage at any point, nor any symptoms that such will occur.—Kobe Herald.

For Sale.

FOR SALE.



INCANDESCENT.
Gasolene,
Lamps of all
descriptions
from the best
makers.

Incandescent
Lamps,
Chandeliers,
Globes, Shades,
Gasolene,
Lamps at the most
moderate prices.

Lamps fixed
up for Buyers
free of charge.

Naphtha of
the best kind
kept in stock.

TAI KWONG CO.,
55, Lyndhurst Terrace.

Hongkong, 17th November, 1903. [31]

To be Let.

TO LET.

TWO ROOMS suitable for OFFICE use,
Entrance from Ice House Street.

Apply to—
SECRETARY,
MARONIC HALL,
Hongkong, 13th February, 1904. [316]

TO LET.

NO. 4, BARROW TERRACE, KOWLOON.
Available 1st March.

Apply to—
THE SAM WANG CO., LD.,
Hongkong, 5th February, 1904. [318]

TO LET.

GOOD FOR EUROPEAN OFFICES.
NOS. 38, 40, QUEEN'S ROAD, CEN-
TRAL, 1st, 2nd, 3rd and 4th FLOORS,
above Maison Levy Hermanos.

Possession at the end of March, 1904.
A Lift is to be constructed there.

Apply to—
KIN ON,
Agent,
No. 30, D'Almeida Street,
Hongkong, 29th January, 1904. [199]

Mails.

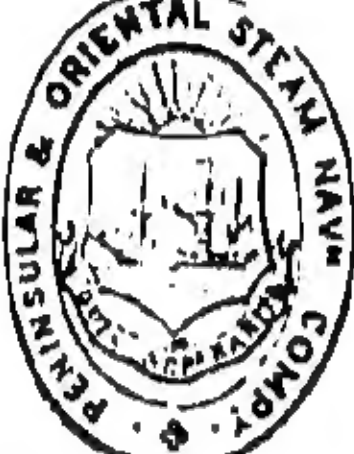
NORTHERN PACIFIC STEAMSHIP COMPANY.

BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.

PROPOSED SAILING FROM HONGKONG,
VIA
SHANGHAI, INLAND SEA OF JAPAN,
Kobe AND YOKOHAMA,
FOR VICTORIA, B.C., AND TACOMA,
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY
COMPANY.

Steamers.	Tons.	Captains.	1904
Tacoma	2,812	M. Ridley	Feb. 26
Victoria	3,502	J. Truebridge	Mar. 16
Trenton	9,666	T. W. Garlick	Mar. 25
Olympia	2,837	A. Dixon	April 27

Steamers marked (*) have no second-class passenger accommodation.
The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.
Special rates allowed to members of Government Services.
Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.
For further information as to Freight or Passage, apply to
DODWELL & CO., LIMITED,
General Agents.
Hongkong, 5th February, 1904. [12]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA, PERIAN GULF, CONTINENTAL AMERICA and SOUTH AFRICAN PORTS.)
THE Steamship

"CHUSAN,"
Captain W. B. Palmer, R.N.R., carrying H.M. Mails. Mail will be despatched from the BOMBAY, on SATURDAY, the 27th instant, at Noon, taking Passengers and Cargo for all above Ports.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London. Other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
F. A. HEWETT,
Superintendent,
Hongkong, 15th February, 1904. [4]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.
SIEMSEN & Co.
Hongkong, 23rd Nov. 1903. [17]

Masonic.

EOTHEN MARK LODGE.
No. 264.

A REGULAR MEETING of the above LODGE will be held at the FREEMASONS' HALL, Zealand Street, on MONDAY, the 29th instant, at 5 for 5.30 P.M. precisely. Visiting Brethren are cordially invited to attend.
Hongkong, 23rd February, 1904. [285]

ZETLAND LODGE.
No. 525, E.C.

A REGULAR MEETING of ZETLAND LODGE will be held at the FREEMASONS' HALL, Zealand Street, on TUESDAY, the 1st March, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend.
Hongkong, 23rd February, 1904. [286]

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS,
16, DES VŒUX ROAD CENTRAL,
HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S PATENT GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAILY'S PATENT MOTOR
LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 15th December, 1903. [3]

Consignees.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"ROON,"
of the NORDDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 1 P.M. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 24th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 24th instant, at 9.30 A.M.

All Claims must reach us before the 29th instant, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.
MELCHERS & CO.,
Agents.
Hongkong, 18th February, 1904. [3]

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SAMBIA,"

Captain Lüning, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 27th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 27th instant at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 20th February, 1904. [27]

NOTICE TO CONSIGNEES.

S.S. "MOGUL,"

FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 3rd March, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th instant at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LIMITED,
Agents.

Hongkong, 22nd February, 1904. [278]

NOTICE TO CONSIGNEES.

THE F. & O. S. N. Co.'s Steamship

"JAVA,"
FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M. TO-DAY.

Goods not cleared by the 29th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 32nd February, 1904. [14]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"GREGORY APCAR,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 23rd instant will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 23rd February, 1904. [284]

Intimations.

WANTED.

POSITION as NURSE or TRAVELLING COMPANION to Lady or Children. Return Passage required, if Travelling. Apply to—
No. 267,
C/o The H.K. Telegraph Office.
Hongkong, 18th February, 1904. [267]

WANTED.

GOOD CLERK Wanted, European or other. Apply to—
ROBINSON PIANO CO., LD.
Hongkong, 10th February, 1904. [247]

WANTED.

SITUATION by a YOUNG EUROPEAN with Bank Experience and a Good Knowledge of English, French and Spanish Languages. Apply to—
"X.Y.Z.,"
C/o This Paper.
Hongkong, 1st February, 1904. [200]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 37½ lbs. net \$4.75 ex Factory.
In Bags of 50 lbs. net \$2.85 ex Factory.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 15th August, 1903. [D]

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.
PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.
Sole Agents—
SIEMSEN & CO.
Hongkong, 10th January, 1903. [54]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES. "OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.

49, QUEEN'S ROAD, Watson's Building.

501

THE ROBINSON PIANO

C. L. P.

HONGKONG, SHANGHAI, SINGAPORE.

CABIN PIANOS

AND

BABY ORGANS

GUARANTEED FOR CLIMATE.

THE NEWEST

RAG TIME

MUSIC and BOOKS.

VICTOR

TALKING

MACHINES

ACCURATE REPRODUCTION OF THE HUMAN VOICE

SHIPS PIANO

PLAYERS

\$450

CASH or CREDIT

Hongkong, 6th January, 1904. [39]

THE HONGKONG

STUDIO.

HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS AND ENLARGING AND COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903. [1]

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN Ice

Intimations.



A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

SCOTCH
WHISKY.

WATSON'S
CELEBRATED

E

BLEND

VERY OLD LIQUEUR

SCOTCH WHISKY.

A Blend of the finest WHISKIES distilled in SCOTLAND, of great age, very fine and mellow.

Pronounced by Connoisseurs and generally recognised to be the BEST BLEND in the FAR EAST.

Per Dozen ... \$16.50

The following are also recommended, and are of very fine quality:—

A.—THORNE'S BLEND ... \$12.00

B.—GLENORCHY, MELLOW BLEND, a fine "SODA" WHISKY of great age ... 12.00

C.—ABERLOUR-GLENLIVET ... 13.50

D.—H.K.D. BLEND OF THE FINEST OLD MALT SCOTCH WHISKIES ... 16.00

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

Hongkong, 20th February, 1904.

TELEPHONE NO. 158.
CABLE ADDRESS: "WATSON," HONGKONG.
A. B. C. CODE, 4th EDITION.

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣
17, QUEEN'S ROAD.

FURNITURE
DEALERS.

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.

EMERALD-PLATED,
GLASS, and
CHINA WARES.

PA-TEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,

WHITE TURKISH TOWELS,
COUNTERPANES.

COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC
DEPARTMENT.

DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.

PROMPT RETURN.

Hongkong, 8th January, 1904.

CARMICHAEL AND
CLARKE,
CONSULTING ENGINEERS AND
SHIPBUILDERS,
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.

A. B. C. Code, 4th Edition.

A. 1 Code.

Cable's Standard Code.

TELEPHONE, 232.

Hongkong, 20th March, 1903.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

NOTICE

All communications intended for publication in the "HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee Hing Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$10 per annum.

WEEKLY—\$13 per annum.

The rates per quarter and per month, proportional.

The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.50 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies Daily, ten cents; Weekly, twenty-five cents.

BIRTHS.

On February 17th at 8 Woosung Road, Shanghai, the wife of JAMES TIPPIN, of a daughter.

On the 13th of February, at Klee, the wife of J. J. RABY, U.S. Navy, of a daughter.

On the 13th of February, at Shanghai, the wife of ALFRED M. J. PORTER, of a son.

MARRIAGE.

On the 12th of November, 1903, at Victoria, B.C., ALIC STEWART ANTON, of Hongkong, to LILIAN MANNERS, youngest daughter of B. J. Hanford, of San Francisco, U.S.A.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, FEB. 24, 1904.

LOCAL AND GENERAL.

"ANTI-SLAVONIST" has omitted to enclose his card, and therefore, his letter cannot be published.

The ricksha-pullers are pointing in for registration at Kuala Lumpur faster than the Sanitary Board can license them, even though the staff is working overtime.

THE Straits Government has permitted the export of 50,000 Straits dollars to Achene for the pepper trade. Applications must be made to the Resident Councillor and must be for the specific purpose named and not exceed \$100,000 in any one month.

THE following changes will, it is understood, take place amongst the troops in India during the trooping season of 1904-05: Cavalry:—Royal Garrison Artillery Nos. 87 and 88 Companies, Ceylon to Hongkong. Infantry:—2nd Royal West Kent Regiment, Ceylon to Hongkong.

THE members of the Fire Brigade were roused, shortly before twelve o'clock last night, owing to an outbreak being notified in the western district. The fire was soon located in Jervis Street and, there being a good supply of water to hand, the flames were subdued before much damage had resulted.

ANOTHER big audience crowded the City Hall last evening to witness the production, by the Dallas Company, of "A Chinese Honey-moon." The performance was thoroughly enjoyed, and if the musical comedy "Three Little Maids," which they stage this evening, meets with anything like the success attending their opening play, the company have cause for congratulation on making a most successful opening of their season in Hongkong.

THE Rev. E. J. Hardy lectured in the City Hall, on Monday evening, under the auspices of the Hongkong Odd Volumes Society, and delighted many persons with his interesting talk on "Chinese Manners." H. E. Major-General Villiers Hatton presided, and introduced the speaker, who proceeded, in his pleasing style, to give his views on Chinese manners, interspersing his remarks with humorous stories illustrative of the subject.

NEW TELEGRAPH ROUTE TO EUROPE.

Mr. Olaf Nielsen, superintendent of The Great Northern Telegraph Co. Ltd. at Hongkong, kindly informs us that the Company's new route to Europe via Peking and Irkutsk has to-day been opened for all traffic, at the same rates as via Vladivostok. Telegrams intended for this route are to be marked "via Kiachta." (All telegrams for Europe handed to the Company will, during the interruption of the Vladivostok line be forwarded via Kiachta.)

THE YOKOHAMA SPECIE BANK, LIMITED.

Mr. Taro Hodsumi, manager of the Yokohama Specie Bank, Limited, kindly informs us that he has received a wire from the Bank's Head Office to the following effect:—

"The Imperial Japanese Government Treasury Bonds are expected to receive large applications, over the amount offered, which are at present estimated to be about ¥250,000,000."

The particulars of the Bonds above referred to are:—

Gold Yen 100,000,000.

Redeemable in 5 years.

Interest, 5 per cent. per annum.

Issuing price 95 per cent.

Application from 1st to 10th March, 1904.

Time 1.15/5.

HONGKONG RACES, 1904.

Stewards.—His Excellency F. H. May, C.M.G., Officer Administering the Government; His Excellency Admiral Sir Cyprian Bridge; His Excellency Maj.-Gen. Villiers Hatton, C.M.G.; Rear-Adm. Robinson, R.N., C.M.G.; the Hon. Sir Paul Chater, Kt., C.M.G.; Hart Buck, Esq.; the Hon. C. W. Dickinson; H. E. R. Hunter, Esq.; J. H. Lewis, Esq.; G. C. C. Master, Esq.; Major S. G. Radcliff; E. W. Rutter, Esq.; H. P. White, Esq.

Clerks of the Scale.—The Hon. C. W. Dickinson and E. W. Rutter, Esq.

Judge.—The Hon. Sir Paul Chater, Kt., C.M.G.

Assistant Judge.—

Starter.—H. P. White, Esq.

2nd Starter.—C. H. Ross, Esq.

Time-keeper.—Capt. F. W. Lyons.

Time-keeper.—J. R. Michael, Esq.

Hon. Treasurer.—R. T. Wright, Esq.

Clerk of the Course.—T. F. Hough, Esq.

THE SECOND DAY.

The second day's racing was favoured with fine weather. It was somewhat cooler at the outset, the sun being less resplendent than on Tuesday and the N.E. breeze blowing a trifle stronger, but the temperature was invigorating and dry. The attendance was, as usual, a big one the first Hongkong being again on the ground, and the bustle and gaiety was as great as ever. There were somewhat fewer people present at the first race than on the preceding day, but by noon the Grand Stand and its precincts were crowded with spectators. Patrons of the pari-mutuel crowded to secure a choice and organisers of sweeps did a thriving business. The general aspect of the ground was less brilliant than on Tuesday, owing to the dull light that prevailed, but the tones were softer and, if anything, more pleasing.

The racing opened with the Flyaway Stakes, and when the name of Coronet Rose went up in the weighing in room the shroff at No. 2 pari-mutuel had a busy ten minutes. The favourite did not belie the name of the race, and won the five furlongs hands down with the mount hard held by Cox. In the Exchange Plate Mr. Burkill brought home Set, a comparative outsider, Algerine being well beaten just in front of the Grand Stand. The field gave a little trouble at the start for the German Cup, but after getting away a capital race ensued. Standard was kept well in hand, and looked like pulling off the event, but on the post fiscal came in for a showing and won by a short head, thus doing credit to his mount, to say nothing of "Early Bird's" snip. A miserable field answered the bell for the Garrison Cup, and after a poor race, Coronet Rose brought a single dollar into the hands of his "backers." The jockey Cup was an open event at the start, but close observers saw that Mr. Johnstone knew a good mount when he had it. He rode Ca Canny with great judgment keeping her well in hand until spinning round into the straight. But the best race of the day was that when the six waters competed for the Professional Cup. Remnant (owner up) started the hottest favourite. Considerable difficulty was experienced by the flag holder in getting the field off, Remnant and Dandy giving much trouble by their restlessness. Eventually Remnant's groom had to go out to the field and lead the horse to face the flag. When they settled down the start was made. Runaway Girl, on the rails, making the most of her advantage. Passing the Grand Stand for the first time, the order was: Runaway Girl, closely followed by Chi Sai and Golden Bell, Brilliant and Remnant were last. Rounding the bend, Master began to work up his mount, and one by one overtook the first and second in front of him. Going up the Black Rock, he forced the pace and ran into third place. By this time the straight had been reached, yet the advantage secured by Runaway Girl was too great for the best of efforts. He succeeded in overtaking Dandy, who now was third, but lost a splendid race by three quarters of a length to Runaway Girl. Mr. Johnstone was loudly cheered for a popular win.

THE FLYAWAY STAKES.—A sweepstakes of \$10 each with \$350 added. Winner to receive 70 per cent; second 20 per cent; and third 10 per cent. For China ponies and fillies griffins on date of entry. Weight for inches as per scale. Previous winners to carry 7 lbs. extra for each race won to 14 lbs. five furlongs.

Mr. Buxey's Coronet Rose, 11st. 8lbs.

Mr. John Peel's Royal, 10st. 9lbs.

Mr. Ellis Kadoone's Chieftain, 10st. 12lbs.

Mr. J. H. Lewis's Regret, 11st. 4lbs.

Mr. A. Denton's ...

Mr. F. B. Marshall's Discovery, 11st. 2lbs.

Capt. Nugent and Mr. Dowding's Snark, 11st. 1lb.

Discovery got away on the fall of the flag, and was followed by Snark and Coronet Rose, a length behind. At the first furlong post, two lengths, separated the small bunch from the leading pony, but going up the incline to the Black Rock, Royal drew up to Discovery. The Derby winner pulled up to the leading horse at the village and gained an advantage of about half a length. Turning into the straight, Royal and Chieftain fought hard, to overhaul Mr. Buxey's representative, but the game little pony drew away, winning hands down with Royal second, and Chieftain a good third.

Time 1.15/5.

Winner \$63.40. Pari-mutuel 1st, \$7.40; 2nd, \$5.90; 3rd, \$6.90.

THE GERMAN CUP.—Presented by members of the Club Germania. Second to receive \$150; and third \$50. For China ponies, subscription griffins of this season 1903-1904. Weight for inches as per scale. Entrance \$10. One mile and a quarter.

Mr. Paul's Fiscal, 11st. 1lb. Mr. Cox

Mr. Meifoo's Standard, 11st. 1lb. Mr. Master 2

Mr. A. Babington's Rocket, 11st. 1lb.

Mr. Burkill 3

Mr. J. H. Lewis's Alarm, 10st. 12lbs.

Mr. Hart Buck's Good-bye, 11st. 1lb.

Mr. A. V. Apear's Manila, 11st. 1lb.

Mr. Alderton 0

Mr. Loli's Emigrant, 10st. 9lbs. Mr. Bell

Mr. Major Radcliff's Mabokibui, 10st. 12lbs.

Mr. Makin 0

Mr. Wheelrut's Fair Trade, 10st. 12lbs.

Mr. Dowding's Panjandrum, 11st. 1lb.

Mr. C. H. Ross's Ben Roy, 11st. 1lb.

Mr. Johnstone 0

Mr. Christian's Zuffall, 11st. 1lb.

Mr. Macdonald's The Bailie, 10st. 12lbs.

Mr. Clarke 0

Mr. E. A. Bonner's Clifton, 11st. 4lbs.

Mr. Rutherford 0

Mr. Rolason's Reed Torrie, 10st. 12lbs.

Mr. Knox 0

* 3lbs. overweight.

Three false starts were made with the fifteen horses before the crowd got away. The Rocket took the lead and maintained it till near the Grand Stand. Ben Roy now forged ahead, followed by Manila. Rocket fell back to third, and Manila dashed up, passing Ben Roy, and leading by two lengths in the middle of the turn. Fair Trade came up to Ben Roy and raced him for the second place, while Fiscal left the crowd and took fourth position. Standard made a bid for the lead and, in the straight, was running alongside Ben Roy. Manila had fallen back to the fourth place. The finish was a good one, Fiscal coming in first by about a head, Standard second and Rocket third.

Time, 2.42 2/5.

Winner, \$22.20. Pari-mutuel 1st, \$7.10; 2nd, \$6.70; 3rd, \$8.20.

THE GARRISON CUP.—Presented by the officers of the Garrison. Second to receive \$150; and third \$50. For China ponies bond fide griffins on date of entry. Weight for inches as per scale. Subscription griffins of this season 1903-1904 allowed 5 lbs. Winners at this meeting 7 lbs. extra. Entrance \$10. From the two-mile post once round and in.

Mr. Buxey's Coronet Rose, 11st. 8lb. Mr. Cox 1

Mr. John Peel's Royal, 10st. 9lb. Mr. Burkill 2

Mr. Hart Buck's School-girl 11st.

Mr. Hunter's Chi Sai 10st.

Mr. Johnstone's Runaway Girl 12st.

Mr. Godfrey Master's Ichiban 12st. 12lbs.

Do. Remnant 12st. 7lbs.

Do. Mayfly 12st.

Mr. John Peel's Golden Bell 11st. 9lbs.

Mr. G. H. Potts' Brilliant 11st. 5lbs.

The Pals' Dandy 10st. 12lbs.

SELECTIONS

FOR TO-MORROW'S EVENTS.

1.—The Grand Stand Stakes.

1—Rocket.

2—Liberty Rose.

3—Talbot.

2.—The Spring Stakes.

1—Manila.

2—Pink Rose.

3—Ca Canny.

3.—The Great Southern Stakes.

1—Algerine.

Winner \$640. Pari-mutuel 1st \$5.30; 2nd, \$5.50; 3rd \$6.20.

THE EXCHANGE PLATE.—Value \$1,000. Presented by the bankers and exchange brokers of Hongkong. Second to receive \$150; and third \$50. For China ponies. Weight for inches as per scale. Previous winners at this meeting of one race 7 lbs. extra; of two or more races to lbs. extra. Griffins allowed 5 lbs. Subscription griffins of this season 1903-1904 allowed 10 lbs. Unplaced runners allowed 5 lbs. Entrance \$10. From the two-mile post once round and in.

Mr. John Peel's Set, 1st. 7 lbs. Mr. Burkill ...

Mr. Wingard's Algerine, 11st. 1lb. Mr. Moller 2

Mr. G. H. Potts' Rebel King, 10st. 10lbs.

Mr. Cleugh's The Crow, 10st. 10lbs.

Mr. Wheelrut's Protection, 10st. 5lbs.

Mr. Buxey's Northern Rose, 10st. 8lbs.

Mr. J. H. Lewis's Aladdin, 10st. 10lbs.

Mr. F. B. Marshall's Daybreak, 10st. 13lbs.

Mr. Buxey's La France Rose, 10st. 9lbs.

Mr. Crighton 0

* 5 lbs. overweight.

Nine horses faced the flag and, getting away to a good start, The Crow drew out with La France Rose, Algerine and Northern Rose close behind. Passing the stand in that order with Set coming up behind, La France Rose pulled up to the Crow at the bend and kept it company to just before the football stand where reached when La France Rose gained an advantage of half a length. At the back of the course Algerine was running third, with Northern Rose following close behind, while Rebel King was fifth. Negotiating the village bend Algerine drew up to La France Rose and raced together up to the entrance of the straight. Set, however, put on a spurt and made a fine race up to the post, which it dashed past with Algerine a length behind, Rebel King third, and the Crow flustering in the rear.

Time, 2.18 3/5.

Winner \$63.40. Pari-mutuel 1st, \$7.40; 2nd, \$5.90; 3rd, \$6.90.

THE PROFESSIONAL CUP.—Presented. Second to receive \$150; and third \$50. For walters. Handicap. Entrance \$10. One mile.

Mr. Johnstone's Runaway Girl 11st. 8lbs.

Mr. Godfrey Master's Remnant 11st. 11lbs.

Mr. Master 2

The Pals' Dandy 11st. 2lbs. Mr. Moller 1

Mr. Hunter's Chi Sai 10st. 10lbs. Mr. Burkill 0

Mr. John Peel's Golden Bell 12st. 0lbs.

Mr. Crighton 0

Mr. G. H. Potts' Brilliant 12st. 5lbs. Mr. Cox 0

Although only six horses ran, there was a great deal of difficulty in securing a departure, ten minutes passing before a start was made. The horses then got away in the following order: Runaway Girl, Chi Sai, Golden Bell, Dandy, and Brilliant, with Remnant at the tail. This was the position when they passed the post for the first time; but at the turn Chi Sai and Golden Bell got to second and third places, respectively. At the long straight Runaway Girl was still to the front, though Golden Bell got up and raced a while for the lead. She fell off a little and Chi Sai then took the second place. Runaway Girl increased her lead to three lengths. At the last furlong Remnant soon put on a spurt and came out of the bunch. Dandy tried again for the premier honours and got ahead a little, but the favourite's jockey pushed her hard and she got level. Remnant made a fine effort in the straight, and coming up at a rush, passed Dandy and ended a close race. The order was Runaway Girl, first by three quarters of a length, Remnant second, and Dandy third.

Time 1.52 1/5.

Winner \$9.40. Pari-mutuel 1st, \$5.70; 2nd, \$5.80; 3rd, \$6.90.

THE GERMAN CUP.—Presented by members of the Club Germania. Second to receive \$150; and third \$50. For China ponies, subscription griffins of this season 1903-1904. Weight for inches as per scale. Entrance \$10. One mile and a quarter.

Mr. Paul's Fiscal, 11st. 1lb. Mr. Cox

Mr. Meifoo's Standard, 11st. 1lb. Mr. Master 2

Mr. A. Babington's Rocket, 11st. 1lb.

Mr. Burkill 3

Mr. J. H. Lewis's Alarm, 10st. 12lbs.

Mr. Hart Buck's Good-bye, 11st. 1lb.

Mr. A. V. Apear's Manila, 11st. 1

TELEGRAMS.

(Reuters.)

The Cape of Good Hope.

LONDON, 22nd February.

A new Cape Cabinet has been formed, with Dr. Jameson premier.

The War—An Incident in the Red Sea.

Reuters Agency at Aden wires that the P. & O. str. *Mongolia*, encountered a Russian battleship and four destroyers in the Red Sea; a destroyer endeavoured to cut off the *Mongolia* but failed, when the whole squadron gave chase and, being unable to overtake the steamer, signalled her to halt, upon which the *Mongolia* stopped and a destroyer approached, and after a careful scrutiny of the ship, signalled, "Be to be excused."

The War.

Reuters Correspondent, with the special permission of the authorities, has visited Port Arthur which the Russians claim to be capable of two years' resistance. Two bodies of troops are making a parallel march towards the Yalu, with Phyang as the objective, and, while advancing troops to the Yalu, the centre is being strengthened and preparations made to defend the railway and the North Gulf Coast. The Russians admit their unpreparedness, but are now hurrying forward reinforcements.

WAR CORRESPONDENTS.

JAPANESE REGULATIONS.

The *Official Gazette* of the 10th inst. published a War Department Notification relating to war correspondents.

The Notification provides that intending war correspondents must send in their applications to the War Office, accompanied by their credentials. Foreign correspondents forward such applications through their Minister or Consul accredited in Japan, and the documents specified above may be dispensed with. The name of the journal represented must appear on the application. Only journalists having over one year's actual experience will be granted permits. Foreign correspondents are permitted to take an interpreter or a servant, in case of necessity. The correspondent must be in foreign dress, with a band of white cloth, about two inches wide on his left sleeve, with the name of the journal he represents in red letters in Japanese. The correspondent shall first submit his correspondence to the inspection of the officer who may be designated by the Commanders' Office. No cypher or symbols can be used in the correspondence. Correspondents shall produce their permits to the Military authorities, whenever inspection thereof is demanded. Correspondents who commit offences prescribed under the Penal Code, Military Penal Code, Military Secrets Protection Laws, will be subjected to trial by court-martial.

COMING EVENTS.

For the delectation of its readers during the holidays a London journal published two columns of prophecy which could not fail to interest those who take pleasure in anticipating events in which they may, perchance, take part. The prophet—the Prophet Baxter we imagine—tells us of twenty coming events. Some of them are likely to be far-reaching, if we may believe him, and some of the most momentous are to occur within a very short space of time. The whole of the two score prophecies are to be fulfilled "between 1906 and the end of this age in Passover week on May 2, 1909, or April 9th, 1931." In these matters it is well not to be too rigid in regard to a few seconds for cataclysms do not conform quite strictly to fixed principles and it is useless to try and chain up a thunderbolt or confine a water-spout within a fume. We have two full years' notice that a period of excitement is to begin and twenty-five years to sit down and record the fulfilment of prophecy. It is now generally held by leading expositors that the prophetic periods of 2,300, 1,335, 1,290, and 1,260 days, or three and a half times or 42 months mentioned in Daniel and Revelation, have a year-day fulfilment, but will have also their main literal-day fulfilment as days in connection with a future personal Despot who has been typified and foreshadowed by Nebuchadnezzar, Alexander the Great, Caesar, and the Turkish Sultans and Napoleon the Great, and he will, to a certain extent, re-enact their career within the final ten or twelve years of this age. The Angel's oath in Revelation X, describing the Reformation Epoch, which culminated in the Massacre of St. Bartholomew's Eve in 1572 is understood to signify that from that massacre "there shall be a time or chronos of 360 years no longer" before the end of this age. Also under the fifth seal in Rev. VI, the martyrs at the time of the same massacre are bidden to wait for a "little season" of 360 years until the day of vengeance, that is from 1672 to 1932 or 1931—which is all as clear as mud to the average man who spends his Sunday mornings playing golf or shooting snipe.

This, however, by the way. The twenty coming events had better be foreshadowed lest they take us by surprise. Twenty-one kingdoms are to become ten, by a process of multiplication, not of division. It does not much matter how, whether by revolutions or wars or diplomatic negotiations so long as we are merely spectators and keep out of harm's way. To do so we must take up our stand outside the limits of Caesar's original Roman or Latin empire. When the transformation is accomplished ten kings will reign. France will be enlarged to the Rhine and will include Alsace-Lorraine, Belgium, Luxembourg, Switzerland and whatever of Baden Wurtemberg and Bavaria is not added to Austria. Britain will be disunited (at least to the extent of giving them parliaments of their own, but still, perhaps, maintaining a "unity" of pro-

phetic over some of them), from Ireland and India and its colonies, which were formed part of Caesar's Roman Empire. Spain with Portugal and perhaps part of Morocco, of which the greater part may be added to France, will be another. Then we shall have Italy, with Tripoli—unless it be added to France and Austria, which is first to lose its province north of the Danube, for the sole reason that they are outside Caesar's Roman Empire, besides most of Hungary, which, because it belonged to the eastern half of Caesar's Empire will probably be united with the Balkan States, Austria perhaps gaining part of Servia. Next we are to have Greece with Thessaly, Epirus, Macedonia and Albania. The seven kingdoms will be Turkey reduced in size to ancient Thrace with Bithynia; eighth, Syria separated from Turkey; ninth, Egypt and tenth, the Balkan States or Slavonic confederation, namely Bulgaria, Roumania and Montenegro and part of Hungary add Servia. All these ten kingdoms are to form a Latin confederacy in opposition to Germany and Russia. Then we are told will be seen the extraordinary phenomenon and apparition of Ten Allied Kings seated at the Table of a European Congress agreeing on a common policy and united in a European concert—such a spectacle as can be seen nowhere at the present day, unless perchance it be within the portals of Madame Tussaud's old-established exhibition in Baker-street.

The prophet admits it is difficult to see how the predestined extension of France to the River Rhine can be effected without a great Franco-German war, although Germany may be compensated by the annexation of Poland and Bohemia, Moravia and Galicia—nothing easier, for what would stand in the way of the fulfilment of prophecy? This alliance will be a revival of the Caesar's Roman Empire—a cherished idea of Napoleon I. and III, and "may be effected by a Napoleonic monarch of France as one of the Ten Horns before another Napoleon arises as the Little Horn of Daniel VII, 24 and VIII, 9 who, at last, will reign over the Ten." It is not a very satisfactory outlook, so far as England is concerned, that a Napoleon is to arise—not later than 1930 and to wax exceeding great and re-enact the career of Alexander the Great and Caesar and Napoleon the Great and Mahomet. Not a very pleasant prospect for Edward VII. and his successor George V. They would be well advised to dispose of their crowns and state jewels and arrange to sublet their thrones to travelling Americans. The Napoleonic monarch is to become King of Syria as a preliminary measure and then, a few years later, Emperor over the ten allied monarchs of Caesar's Roman Empire and revive in himself and thus "heal of its deadly wound the Napoleonic Headship which was wounded to death" at Waterloo and Sedan as predicted in Revelation XIII. 3 and XVII. 8. It may not be known to the majority of people in Bombay that there is a prophet much nearer home than the venerable gentleman to whom our contemporary has devoted so much space. From that individual we receive a monthly message, which we are asked to hand over to the Pope of Rome after perusal. His prophecies chiefly concern himself, but we may mention that he expects to found an Empire with Blandora as its capital. But both this prophet, who chooses the night of each full moon to address us, and the prophet who writes for the enlightenment of people at home, foretell the beginning of the millennium, immediately after the seven vials of wrath have been opened upon us. Prophecies never, or very rarely, come true but we have the satisfaction of knowing that we have been warned and that some of us, at all events, will not still be lumbering the earth when another quarter of a century has gone by.—*Ex.*

WEATHER.

9th February.

TRADE SLACK.

Things are very quiet, trade is slack, and the different storekeepers are talking of the amount of money they have lost. To listen to the contractors and shopkeepers, one would imagine they are most sincerely to be pitied. The first have never put up a building without losing over it, and the second, what with cheapness of silver, and local competition, are next door to bankruptcy. It is a wonder they keep looking so sleek and prosperous under the circumstances.

DEAR GOODS.

Our energetic Commissioner left us last week for Hongkong, thinking, I suppose, we could be trusted to keep out of mischief for a few weeks, and for fear the old adage might prove true that Satan finds mischief for idle hands to do empanelled a commission of five, consisting of the magistrate, one missionary, two merchants, and the engineer of the dockyard, to consider the reasons, if any, for the great advantage in price of local provisions, etc., hoping thereby to fill up a little of the surplus time of those empanelled. It is whispered that they might commence a little nearer home, as one of the merchants has recently increased the cost of his goods by 20 per cent.

MISCELLANEOUS.

We have as guardship at present, the four-funnelled unarmoured cruiser *Amphitrite*, which will remain here till the beginning of March. The Weihaiwei school has just reopened in the fine new building, and all local residents hope that Mr. Beer may reap the reward of his enterprise in the attracting of an increased number of scholars to the school. The long-talked of Union Chapel is at length under way, the contract having recently been let to a local builder who promises it shall be completed by the end of April. They are certainly to the commended for having at last determined to erect a building for themselves, for up to the present both Church and Chapel have been "wandering from pillar to post, looking for temporary buildings in which to hold their services. We were never quite certain where the next Sunday's services were to be, until we had looked at the Saturday night's *Gazette*—*H. C. D. News.*

VICTORIA HOME AND ORPHANAGE.

DISTRIBUTION OF PRIZES.

Prizes were distributed at the Victoria Home and Orphanage, Kowloon, on Monday afternoon. Mrs. F. H. May performed the ceremony and there were present:—Captain Hurly, A. D. C. to H. E. the Officer-Administering the Government, Messdames Webb, Atkinson, Robinson, Sharp, Pearce, Bridie, Brown, and Hipwell, the Misses Johnstone, Sibree, Baker and Pitts, Mr. Hipwell, the Staff of the Orphanage, and others. The School was tastefully decorated with flags and flowers, and presented a pleasing appearance. The proceedings opened with a hymn and the National Anthem.

The Rev. G. A. Bunbury then read the report of the work of Miss Hamper, which showed that, although during the first months of the year there had been several flagrant cases of disobedience, which had resulted in the removal of girls from the Home, the conduct of the school had considerably improved during the last six months. Nor had the girls who had left the Home been lost sight of, since suitable homes had been provided for them. The report mentioned cases of girls who had been rescued from lives of misery in the homes of cruel stepmothers or mistresses. The year closed with fifty-two girls in the school, eleven of whom had been received from the Po Leung Kuk during the year. The report concluded with an expression of thanks for contributions from the Ministering Children's League, Mr. Comes (damages in a law suit), Hongkong Church Missionary Association, and many other friends in Hongkong, England and Australia.

After reading the report, Mr. Bunbury mentioned that out of 35 children who presented themselves at the annual Government Examination, 30 passed—a good percentage. "He also expressed Miss Hamper's thanks to Mrs. May for attending."

The distribution of prizes was then proceeded with, after which, Mrs. May said that it gave her great pleasure to distribute the prizes. The report showed the usefulness of the work, which should command more support from the public than it apparently received. Those entrusted with the management had a difficult task to provide for the maintenance, instruction and ultimate disposal of their pupils, and it was the duty of the girls to make their task as easy as they could. Mrs. May hoped they would remember that and show by their conduct that they were grateful for the care that was being taken of them by the ladies. She hoped, also, that the Ministering Children's League would be again able to help the school. The girls who received prizes, no doubt, worked hard for them, and she hoped they would enjoy them. The girls who had not received prizes Mrs. May advised not to cease their efforts, for no real work was without its reward.

The remarks by Mrs. May were translated into Chinese for the benefit of the girls. Musical drill and songs terminated the proceedings. Just before leaving, Mrs. May was presented with a bouquet by two of the smallest girls in attendance.

SOME MAXIMS FOR WAR STUDENTS.

When War Correspondents fall out, honest newspaper readers have to come by their own decisions.

Admiral Alexieff differs from his journalistic onlookers in one thing. He doesn't exaggerate. The same thing happens in football matches sometimes. The reporter who has to record an adverse score for his own village team adds that "the best team lost."

If the Japanese were "cowardly and treacherous," it was a moral victory for Russia.

The moral character of Russia is, of course, like Potiphar's wife, above suspicion.

When the Russian Viceroy admitted "some damage," he perhaps had in mind Mr. Kruger's "moral and intellectual" item.

It is useful to remember that Russian reports must necessarily in some degree be magnified.

It need not be forgotten that the same thing applies to Japanese versions.

The Japanese regard all their geese as swans. The Russians classify a Japanese swan as an anemic rice-bird.

Before the war, the naval men sneered at the ships of the other side. When one is captured, however, a phenomenon like that of the fish that got away is observable.

Sometimes a bad speller has a spell of intelligence. Of such was the junior who headed an item of telegraphic news "tell-a-gram."

There need be no mystery about the paper which records events before they happen. This is the day of Marconi-grams.

La Rochefoucauld, Jr., in the *N. C. D. News.*

THE NEW ARMY HELMET.

It is notified that Government sanction the adoption of the Wolseley pattern helmet made of cork, khaki covered and fitted with khaki pugri and leather chin-strap in lieu of the present pattern to be worn by all British troops and British Officers. In the Indian army the helmet will be worn in full and field service dress without any addition, the fittings, i.e., the spike, chin-chain, etc., worn with the present pattern helmet being abolished in the case of officers. The present pattern of white helmet with fittings, will be retained for wear on ceremonial occasions when not on duty with troops. British units will be permitted, should they so wish, to make their own arrangements for the supply of the helmet provided the authorised pattern is adhered to. In such cases compensation instead of an issue in kind will be drawn, rates of which will be published at a future date. Units which have not been permitted to make their own arrangements for helmets will continue to wear the existing pattern till the present Government contracts expire.—*Ex.*

PRISONERS OF WAR.

TREATMENT UNDER HAGUE WAR REGULATIONS.

As the result of recent events Japan must already have a certain number of Russian prisoners in her hands. That these will be treated with humanity is certain—in fact the Russians are likely to be treated with much more consideration than we fear, Japanese who fall into Russian hands. Both Powers are, however, signatories of War Regulations of The Hague Convention, which place the treatment of prisoners no longer within the discretion of the signatory Powers, but makes the arrangements therein set forth binding on them. These Regulations provide as follows:—

Prisoners of war are in the power of the hostile Government, but not in that of the individuals or corps who captured them. They must be humanely treated. All their personal belongings except arms, horses, and military papers, remain their property (Article 4). Prisoners of war may be interned in a town, fortress, camp, or any other locality, and need not go beyond certain fixed limits; but they can only be confined as an indispensable measure of safety (Article 5). The State may utilise the labour of prisoners of war according to their rank and aptitude. Their tasks shall not be excessive, and shall have nothing to do with the military operations. Prisoners may be authorised to work for the public service, for private persons, or on their own account. Work done for the State shall be paid for according to the tariffs in force for soldiers of the national army employed on similar tasks. When the work is for other branches of the public service or for private persons, the conditions shall be settled in agreement with the military authorities.

The wages of the prisoners shall go towards improving their position, and the balance shall be paid them at the time of their release, after deducting the cost of their maintenance (Article 6). The Government into whose hands prisoners of war have fallen is bound to maintain them. Failing a special agreement between the belligerents, prisoners of war shall be treated, as regards food, quarters and clothing, on the same footing as the troops of the Government which has captured them (Article 7). Prisoners of war shall be subject to the laws, regulations, and orders in force in the army of the State into whose hands they have fallen. Any act of insubordination warrants the adoption, as regards them, of such measures of severity as may be necessary. Escaped prisoners, recaptured before they have succeeded in rejoining their army, or before quitting the territory occupied by the army that captured them, are liable to disciplinary punishment. Prisoners who, after succeeding in escaping, are again taken prisoners, are not liable to any punishment for the previous flight (Article 8). Every prisoner of war, if questioned, is bound to declare his true name and rank, and if he disregards this rule, he is liable to a curtailment of the advantages accorded to the prisoners of war of his class (Article 9). Prisoners of war may be set at liberty on parole if the laws of their country authorise it, and, in such a case, they are bound, on their personal honour, scrupulously to fulfil, both as regards their own Government by whom they were made prisoners, the engagements they have contracted. In such cases their own Government shall not require of them any service incompatible with the parole given (Article 10).

A prisoner of war cannot be forced to accept his liberty on parole; similarly the hostile Government is not obliged to assent to the prisoner's request to be set at liberty on parole (Article 11). Any prisoner of war who is liberated on parole and recaptured, bearing arms against the Government to whom he had pledged his honour or against the allies of that Government, forfeits his right to be treated as a prisoner of war, and can be brought before the Courts (Article 12).

It has been pointed out as an interesting addition of The Hague Convention that the regulations assimilate individuals who follow an army without directly belonging to it, such as newspaper correspondents and reporters, contractors, who fall into the enemy's hands, to prisoners of war, provided they can produce a certificate from the military authorities of the army they were accompanying.

A new departure is made by a provision in the regulations providing for the institution of a Bureau for information relative to prisoners of war. This is to be created at the commencement of hostilities, in each of the belligerent States, and, when necessary, in the neutral countries on whose territory belligerents have been received. It is intended to answer all inquiries about prisoners of war, and is to be furnished by the necessary information to enable it to keep an individual return for each prisoner of war. It is to be kept informed of internments and changes, as well as of admissions into hospital and deaths. It is also the duty of the Information Bureau to receive and collect all objects of personal use, valuables, letters, &c., found on the battlefields or left by prisoners who have died in hospital or ambulance, and to transmit them to those interested. It is, moreover, to have the privilege of free postage. Letters, money orders, and valuables, as well as postal parcels destined for the prisoners of war or dispatched by them, are to be free of all postal duties, both in the countries of origin and destination, as well as in those they pass through. Gifts and relief in kind for prisoners of war are to be admitted free of all duties of entry and others, as well as of payments for carriage by the Government railways.

Furthermore, Relief Societies for prisoners of war, regularly constituted with the object of charity, are to receive every facility within the bounds of military requirements for the effective accomplishment of their task. Delegates of these societies are to be admitted to the places of internment for the distribution of relief, as also to the halting places of repatriated prisoners, "if furnished with a personal permit by the military authorities, and an engagement in writing to comply with all their regulations for order and police."—*Kobe Chronicle.*

CANTON NOTES.

CANTON, February 20th.

THE EMPRESS DOWAGER.

For several days all classes of Chinese have been talking about the death of the Empress Dowager. How the rumour of her death started is not known, but there has been a great deal of talk about it. The general verdict is that the news is too good to be true. The rumour is that the death took place on the 30th of last month, i.e., Feb. 15th.

A STIR IN THE CITY.

There was some unusual excitement in the city yesterday. Several companies of soldiers passed through the streets to the Viceroy's yamen on the double quick. It was the common opinion that some very unusual circumstance sent the soldiers at this run through the city. There is still some talk of trouble, but there seems to be little chance of any serious uprising as the city is very closely guarded. Word comes from Wai Chau that the robbers, or Triads, are causing trouble.

THE VICEROY.

The Viceroy continues his policy of removing officials upon the slightest offence. No officer is sure of his position for any length of time. Few of the officials under the jurisdiction of the Viceroy have held office for six months. It is difficult to get men to accept office as the price demanded is high, and there is no certainty of retaining the office long enough to make it pay.

COMMERCIAL.

SHANGHAI SHARE REPORT.

The following resume, of the week's share transactions is from Messrs. J. A. Sullivan and Co.'s report, published on the 13th February.

War with all its horrors has been declared between Japan and Russia, and its effect upon our market has yet to be ascertained, but it certainly cannot be advantageous. Although money is free among the natives, yet we cannot get advances because of the nearness of Chinese New Year and the conservatism of all the Banks. Should silver continue to appreciate, it will be difficult to maintain our present prices and our market must recede. Indos are firm and Docks have advanced owing to a burst of speculation but it is questionable whether this movement is based on sound lines. Langkats are stronger and Wharf shares are easier but there is not much business doing. Exchange has been negotiated at 2.10, but the official rate on London is 2.87. From Hongkong 7 1/2 still remains the quoted rate whilst from here only 70 is mentioned. No business is possible under these conditions. Consols 266.

CHINESE ENGINEERING AND MINING COMPANY.

The *China Times* has received the following statement showing the nature of the claim which is being pursued by H. E. Chang Yamao against the Chinese Engineering and Mining Company, Ltd., to which brief reference, it will be remembered, was made at the last annual general meeting in London. Articles 1 to 17, recapitulating the plaintiffs' statement, are not quoted, as the contention of the plaintiffs is shown in Articles 18 and 19, which charge the defendants or their agents with what may be called contingent fraud. It is perhaps not quite fair, adds the paper quoted, to state a charge of such a kind without giving the defendants' reply, but it is generally known that the defendants deny in toto the charges made. The paper received reads as follows:—

In the High Court of Justice.—Chancery Division. (Mr. Justice Kekewich.) writ issued the 7th of May 1903 Between His Excellency Chang Yen Mao and the Chinese Engineering and Mining Company of Pientsan, Plaintiffs, and Charles Algernon Mores; Bewick, Mores and Company, and the Chinese Engineering and Mining Company, Ltd., Defendants.

Statement of Claim. (Delivered the 17th day of June, 1903, by Hollams, Sons, Coward and Hawkeley, of 30 Mincing Lane, in the City of London, Solicitors for the Plaintiffs.)

Articles 1 to 17 explain the facts of the case. Article 18. The Plaintiffs contend that the said memorandum of the 19th Feb. 1901, is binding at law and in equity on the defendants including the defendant Company, but if it is not so binding the plaintiffs contend that the indenture of transfer of even date therewith was obtained by the fraudulent misrepresentation and fraud of the defendants or their agents and ought to be set aside.

Article 19. The plaintiffs further contend that it is in any case inequitable that the defendants should take the benefit of the said indenture of transfer without making good to the plaintiffs the obligations imposed by and performing and carrying into effect the conditions and provision contained in the said memorandum of even date therewith.

The plaintiffs claim—

1.—A declaration that the said memorandum, under seal dated the 19th February 1901 is binding on all the defendants and an order for the carrying into effect of the provisions of such memorandum.

2.—Alternatively in the event of such memo being held not to be so binding, either (a) a declaration that the said indenture of transfer and conveyance dated the said 19th February 1901 was obtained by the fraudulent representations and fraud of the defendants or their agents and ought to be set aside and an Order that the same may be set aside accordingly; or (b) a declaration that the defendants are not entitled to retain the benefit of the said indenture except upon the condition of making good to the plaintiffs the obligations imposed by and performing the provisions contained in the said memo under seal and such Order consequent on giving effect thereto.

3.—Damages.
4.—Costs.
5.—Further or other relief.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	110 1/2
Do. demand	110 13/16
Do. 4 months' sight	111 1/16
France—Bank T.T.	23 3/4
America—Bank T.T.	45 1/2
Germany—Bank T.T.	1.04
India T.T.	140 1/2
Do. demand	140 1/2
Shanghai—Bank T.T.	71
Japan—Bank T.T.	94
Singapore—Bank T.T.	Nominal
Java—Bank T.T.	114 1/2

Buying.

4 months' sight L/C	112 1/2
6 months' sight L/C	113 1/2
30 days' sight San Francisco & New York	47 1/2
4 months' sight do.	47 1/2
30 days' sight Sydney and Melbourne	111 1/2
4 months' sight France	24 3/4
6 months' sight "	24 3/4
30 days' sight Germany	1.03 1/2
Bar Silver	97 1/2
Bank of England rate	2 1/2

OPIUM QUOTATIONS.

To-day's quotations are as follows:—	
Malwa New	@ 900/930
" Old	@ 900/1,020
" (Hidest)	@ 1,060/1,120
Patna New	@ 1,250
Benares New	@ 1,242 1/2
Persian Paper	@ 87 1/2 910

O'DAY'S

ROBERTSMENTS.

THEATRE ROYAL.

THE HENRY DALLAS MUSICAL COMEDY COMPANY.

ENORMOUS SUCCESS.

TO-NIGHT (WEDNESDAY), FEBRUARY 24TH, AND

TO-MORROW (THURSDAY), FEBRUARY 25TH,

The Charming Musical Comedy

"THREE LITTLE MAIDS."

FRIDAY, FEBRUARY 26TH, AND

SATURDAY, FEBRUARY 27TH,

The Sparkling Musical Comedy

"THE FRENCH MAID."

PRICES 5s, 3s and 2s.

PLANS AT ROBINSON PIANO CO., LD.

A Late Tram will run Each Night 15 minutes after the Fall of Curtain.

W. FLEMING VALLANCE, Manager.

Future pieces will be duly advertised.

Hongkong, 22nd February, 1904. [266]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

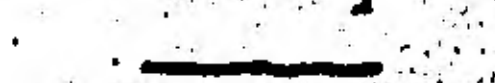
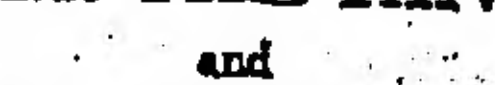
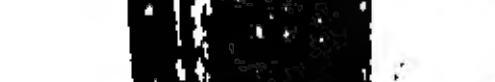
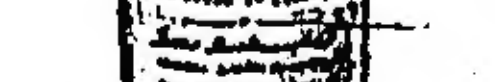
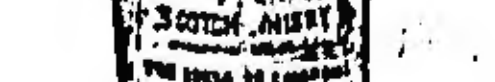
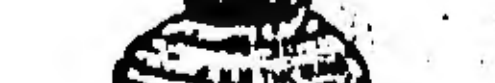
"GREGORY APCAR,"

Captain J. G. Olfert, will be despatched for the above ports, on TUESDAY, the 1st March, at 4 P.M.

For Freight or Passage, apply to DAVID SASSOON & CO., LIMITED, Agents.

Hongkong, 24th February, 1904. [284]

Intimation.



Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DOE
GLASGOW and LIVERPOOL	"MENEALUS"	On 27th February.
GLASGOW and LIVERPOOL	"RHIPHEUS"	On 4th March.
GLASGOW and LIVERPOOL	"MACHAON"	On 11th March.
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 18th March.
GLASGOW and LIVERPOOL	"NINECHOW"	On 25th March.
GLASGOW and LIVERPOOL	"ANTENOR"	On 1st April.
GLASGOW and LIVERPOOL	"COOPACK"	On 8th April.
GLASGOW and LIVERPOOL	"JASON"	On 15th April.
GLASGOW and LIVERPOOL	"ACHILLES"	On 22nd April.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON and ANTWERP	"MOYNE"	On 1st March.
LONDON and ANTWERP	"AJAX"	On 15th March.
GENOA, MARSEILLES & L'POOL	"GLAUCUS"	On 15th March.
LONDON and ANTWERP	"PAKLING"	On 22nd March.
LONDON and ANTWERP	"MACHAON"	On 29th March.
GENOA, MARSEILLES & L'POOL	"IDOMENEUS"	On 5th April.
LONDON and ANTWERP	"TELEMACHUS"	On 12th April.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"NINGCHOW"	On 24th March.
S.S. "PELEUS" left Victoria, B.C., on 30th ult. for this Port via Japan.		
S.S. "TYDEUS" left Victoria, B.C., on 21st inst. for Japan and Hongkong.		

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 24th February, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR STEAMERS TO SAIL.

NINGPO and SHANGHAI	"KALGAN"	26th instant.
YOKOHAMA and KOBE	"KANTUNG"	26th "
ILOILO	"WUZHANG"	29th "
TIENSIN	"CHILLY"	1st March.
MANILA and CEBU	"SHANG"	2nd "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	3rd "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is on board.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo on through Bills of Lading to all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 23rd February, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewards on board. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 27th Feb., at 10 A.M.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 5th Mar., at 10 A.M.
PERLA	1980	A. H. Notley		

For Freight or Passage, apply to

SHEWAN, TOMES & CO.
GENERAL MANAGERS.

Hongkong, 20th February, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

FOR

PORTLAND, OREGON,
OPERATING IN CONNECTION WITH
THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail
"INDRASAMHA"	5,197	W. E. Craven	Mar. 24, 1904.
"INDRAVELLI"	4,899	R. P. Craven	April 24, "
"INDRAPURA"	4,899	J. T. Horne	"

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

HONGKONG-MACAO LINE. STEAM TO CANTON.

S.S. "WING CHAI,"
Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week Days, at 7.30 A.M. on Excursion Sundays, at 8.30 A.M. from Macao, Week Days at about 2 P.M. and Sundays about 7.30 P.M.

FARE:—(Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents.

On Excursion Sundays, 1st, 2nd, 3rd Class Single Ticket, \$5; Return Ticket, \$8. Return Tickets including Cabin and Dinner either on Board or at Macao Hotel, \$5. On Sundays \$5 extra will be charged for each cabin with accommodations for two or more passengers.

WHARF—At the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3½ hours to reach Macao.

MING ON & CO.,

2nd Floor, No. 16, Victoria Street,
Hongkong, 5th January, 1904.

THE New Twin Screw Steamers

Steamship	Tons	Captain
"KWONG CHOW"	1,309	J. P. MARTIN.
"KWONG TUNG"	1,338	H. W. WALKER.

Leave Hongkong for Canton at 8.30 Every Evening (Saturday excepted).

Leave Canton for Hongkong about 5 o'clock Every Evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey \$4; Mails:—(Each) 1

The Company's Wharf is a Short Distance West of the Harbour Master's Office.

SHIU ON & CO., LD., and YUEN ON & CO., LD.,
No. 4, Queen's Road West,
Hongkong, 17th February, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,
From 1st January, 1904.

ALSO REDUCED FARES TO
MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon on board. BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st February, 1904.

MESSAGERIES CANTONNAISES.

I. TREVOUX & CO.

HONGKONG-CANTON NIGHTLY SERVICE.

THE Commodious Steamer

"PAUL BEAU,"
Captain Frangeul, leaves Hongkong for Canton at 9 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following Days, leaving Canton at 8 P.M., taking Passengers and Cargo as usual and will shortly be followed by the Steamer "CHARLES HARDOUIN."

These Two Magnificent and Up-to-Date Steamers, are lighted with Electricity. The Saloon is under European Supervision. First Class European \$8.00. Second Class European 3.00. First Class Chinese 1.50. Second Class Chinese .80. Deck 30.

The Company's Wharf is at the end of Queen Street, Praya West.

For further Particulars, apply to

I. LANDOLT, Agent,
THE PHARMACY, Queen's Road Central,
Hongkong, 6th February, 1904.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANÇAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"SYDNEY,"
Captain Blanc, will be despatched for the above Ports on or about WEDNESDAY, the 24th instant.

For Freight or Passage, apply to

G. DE CHAMPEAUX, Agent,
Hongkong, 17th February, 1904.

DOUGLAS STEAMSHIP COMPANY LIMITED.

FOR SWATOW, AMOY AND FOCHOW

THE Company's Steamship

"THALES,"

Captain Robson, will be despatched for the above Ports, on FRIDAY, the 26th instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS, LAFLAIX & Co., General Managers,
Hongkong, 23rd February, 1904.

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

司公限有船輪華中

FOR MOJI, SALINA CRUZ AND MANZANILLO MEXICO, AND PORTLAND (OREGON).

THE Steamship

"CHINGWOW,"

Captain Parkinson, will be despatched for the above Ports, on FRIDAY, the 26th instant, at Noon.

For Freight, apply at the Company's Office, No. 20, Des Vieux Road.

J. S. VAN BUREN, Superintendent,
Hongkong, 22nd February, 1904.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL

(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1904. About

"MACDUFF" 1st Mar.

"AFRIDI" 15th Mar.

For Freight and further information, apply to

DODWELL & Co., LIMITED,
Agents.

Hongkong, 23rd February, 1904.

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP.

THE Steamship

"GLENVILE,"

Captain T. Darke, R.N.R., will be despatched as above on SATURDAY, the 5th March, 1904.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW, Agents,
Hongkong, 19th February, 1904.

THE NEW FRENCH REMEDY

TRADE MARK

THERAPION No. 1

THERAPION No. 2

THERAPION No. 3

THERAPION No. 4

THERAPION No. 5

THERAPION No. 6

THERAPION No. 7

THERAPION No. 8

THERAPION No. 9

THERAPION No. 10

THERAPION No. 11

THERAPION No. 12

THERAPION No. 13

THERAPION No. 14

THERAPION No. 15

THERAPION No. 16

THERAPION No. 17

THERAPION No. 18

THERAPION No. 19

THERAPION No. 20

THERAPION No. 21

THERAPION No. 22

THERAPION No. 23

THERAPION No. 24

THERAPION No. 25

THERAPION No. 26

THERAPION No. 27

THERAPION No. 28

THERAPION No. 29

THERAPION No. 30

Animations.

THE AMERICAN SYSTEM OF DENTISTRY.

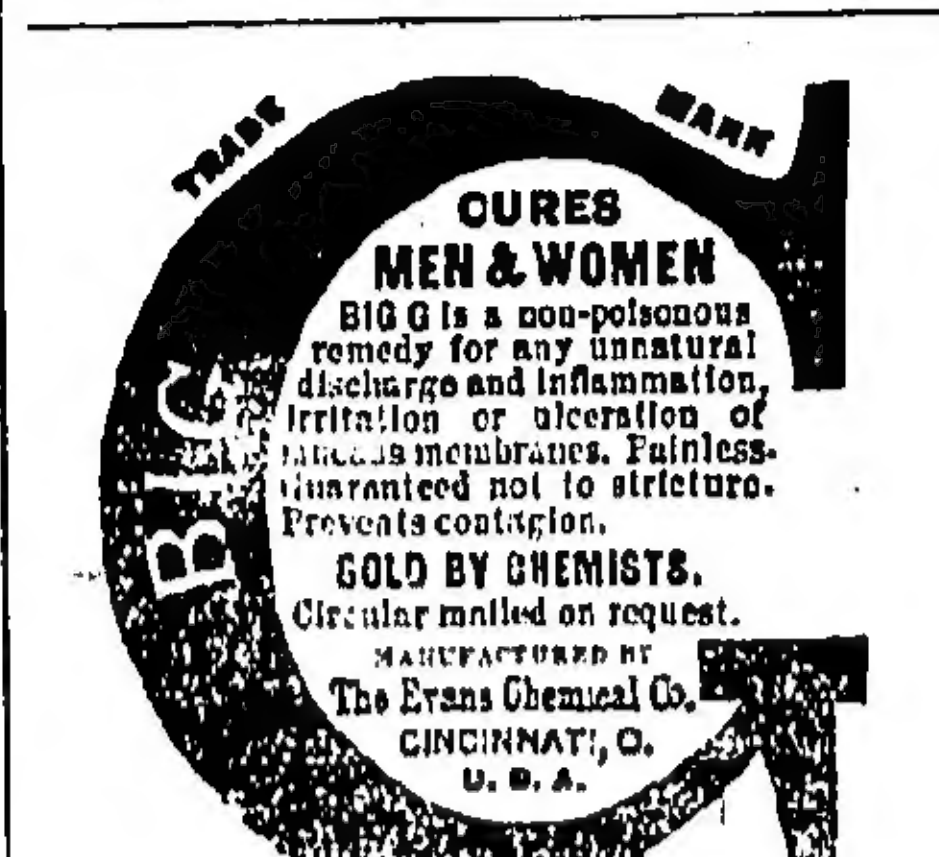
DR. M. H. CHAUN,
27, DES VUEX ROAD CENTRAL, HONGKONG,
From the University of Pennsylvania, U.S.A.
Hongkong, 2nd January, 1904.

TSU FAN DENTIST.

PRICE MODERATE—CONSULTATION FREE.
Next to the Hongkong Dispensary,
50, Queen's Road, Central,
Hongkong, 5th January, 1904.

DENTISTRY.

SUI SANG,
(Lately Practising with Dr. I. S. SATATA),
DENTIST,
No. 26, Connaught Road Central,
Hongkong, 6th February, 1904.



AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT, GARDNER ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1904.

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph and they are warmly invited to pay more than TEN CENTS (10 CENTS) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.,
Hongkong, 30th September, 1903.

SAVARESSE'S SANDAL CAPSULES

Not made of Gelsolin, most efficacious, because absolutely pure Essential Oil.

Full directions. All Chemists. Insist on Savarasse's.

HONGKONG AVERAGE MARKET PRICES.

Corrected 23rd February, 100 cts. per 5 Mts.

BUTCHER MEAT.

	Cents.
Beef sirloin & prime cut—Mei Lung Pa	17
" Corned—Heng Ngau Yuk	17
" Roast—Shiu	17
" Breast—Ngau Lam	17
" Soup, Tong Yuk	17
" Steak—Ngau Yuk Pa	17
" Serjain—Ngau Lau	17
" Sausages, Ngau Yuk Ching	17
" Bullock's Brains—Know	17
" Tongue fresh—Ngau Li	17
" " corned—Ham Ngau Li	17
" Head—Ngau Tau	17
" Heart—Ngau Sum	17
" Hump, Salt—Ngau Kin	17
" Feet—Ngau Kerk	17
" Kidneys—Ngau Yiu	17
" Tail—Ngau Mei	17
" Liver—Ngau Con	17
" Type (undressed)—Ngau To	17
" Calves' Head and Feet—Ngau-chai-tau-keek	17
" Mutton Chop—Yeung Pui Kw	17
" Shoulder—Yeung Shau	17
" Pig's Chindings—Chi cheng	17
" Brains—Chi Kerk	17
" Feet—Chi Kerk	17
" Fry—Chi Chak	17
" Head—Chi Tau	17
" Heart—Chi Sum	17
" Kidneys—Chi Yiu	17
" Liver—Chi Kon	17
" Pork, Chop—Chi Pui Kwat	17
" Corned—Ham Chu Yuk	17
" Leg—Chu Pui	17
" Fat or Lard—Chu Yau	17
" Sheep's Head and Feet—Yeung Tau	17
" Keok	17
" Heart—Yeung Sum	17
" Kidneys—Yeung Yiu	17
" Liver—Yeung Con	17
" Sucking Pigs, To Order—Chu Chai	17
" Suet, Beef—Sung Ngau Yau	17
" Mutton—Sung Yeung Yau	17
" Veal—Ngau Chai Yuk	17
" Sausages—Ngau Chai Yuk Tong	17

POULTRY.

Chicken—Kai Chai	30
" Capons, Large, Small—Sin Kai	30
" Ducks—Ap	30
" Doves—Pan Kai	30
" Eggs, Hen—Kai Tan	30
" Fowls, Canton—Kai	30
" Hainan—Hoi Nam Kai	30
" Geese—Ngoi	30
" Goose, Wild Shanghai—Sheung Hoi Ye	30
" Nge	30
" Mus Deer—Wong Kong	30
" Hare—Tu Chai	30
" Partridge—Che Kiao	30
" Pheasant—Shan Kai	30
" Pigeons, Canton—Pak Kip	30
" Hothouse—Hothouse Pak Kip	30
" Quail—Um Chum	30
" Mice Birds—Wo Fa Chai	30
" Snipe—Chai	30

TURKEYS, EGGS—FO KAI KUNG.

Hen—Fo Kai Kung	45
Wild Ducks, Shanghai, Sui Ap	45
Teal, Shanghai, Sui Ap Chai	45
Wild Ducks Canton—Sung Shing Sui	45
Apea	1.00

FISH.

Barbel—Ka Yu	13
Bream—Bin Yu	13
Canton Fresh Water Fish—Hoi Bin Yu	13
Carp—Li Yu	13
Catfish—Chik Yu	13
Codfish—Mun Yu	13
Crabs—Hai	13
Cuttle Fish—Muk Yu	13
Dab—Sa Mang Yu	13
Dace—Wong Mei Lun	13
Dog Fish—Tit Tu Sa	13
Eels, Congor—Hoi Man Yu	13
" Fresh water—Tam Sui Yu	13
" Yellow—Wong Sin	13
Frogs—Tien Kai	13
Garoupa—Sek Pan	13
Gudgeon—Pak Kip Yu	13
Herrings—Tso Pak	13
Halibut—Cheung Kwan Yu	13
Labrus—Wong Fa Yu	13
Loach—Wu Yu	13
Lobster—Lung Ha	13
Mackerel—Chi Yu	13
Monk Fish—Mun Yu	13
Mullet—Chai Yu	13
Oysters—Sung Hoo	13
Parrotfish—Kai Kung Yu	13
Perch—Tau Loo	13
Pike—Fa Paw Hoo	13
Plaice—Pan Yu	13
Pomfret, Black—Hak Chong	13
Pomfret, White—Pak Chong	13
Prawns—Ming Ha	13
Ray—Pei Pa Sa	13
Rock Fish—Sek Kau Kung	13
Roach—Chun Yu	13
Salmon, (Cton), fresh water—Ma Yau Yu	13
Shark—Sa Yu	13
Skate—Po Yu	13
Shrimps—Ha	13
Snapper—Lap Yu	13
Soles—Tat Sa Yu	13
Tench—Wan Yu	13
Turbot—Cho Hoi Yu	13
Turtles, small, fresh water—Keok Yu	13
White Bait—Ngan Yu Chai	13

FRUITS.

Almond—Hung Yan	20
Apples, (California)—Kam San Ping	15
" (Chefoo)—Tin Chun Ping	15
" Small—Hoi Tong	15
" Custard—Fan Lai Chi	15
Bananas, fragrant, Canton—Sung Sheng	15
" (brides), Macao—San Heung Chiu	15
Chestnuts, Chinese—Foong Lut	15
Carambola—Yeung Tou	15

WM. POWELL, LD.
DRAPERS.

WM. POWELL, LD.
DRAPERS.

EVERYTHING
FOR THE
RACES.

Ladies' Department,
34, QUEEN'S ROAD.

GENTLEMEN'S DEPARTMENT,
28, QUEEN'S ROAD.

WM. POWELL, LD.
DRAPERS.

WM. POWELL, LD.
DRAPERS.